

FIG. 1

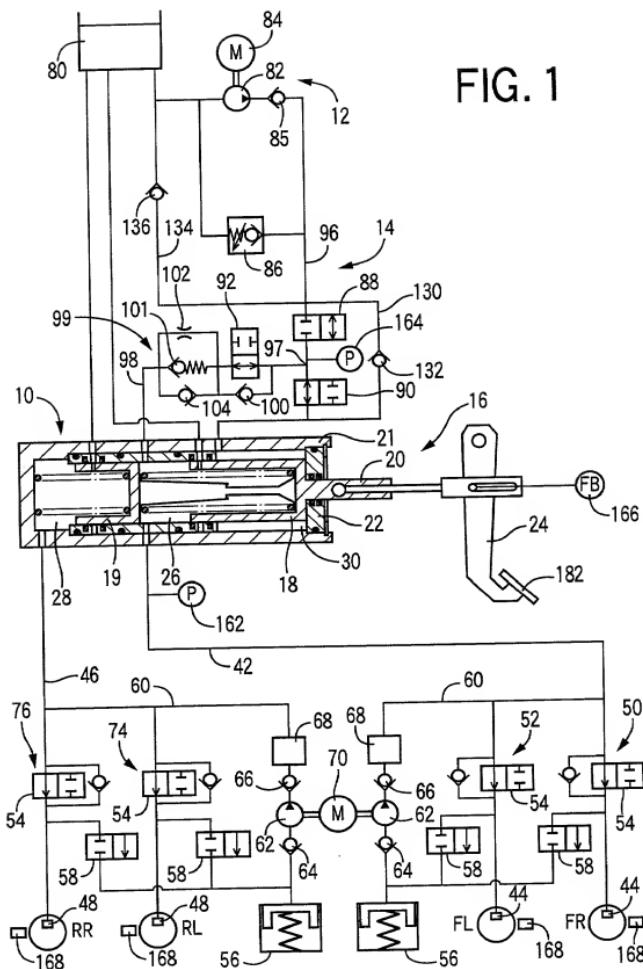


FIG. 2A

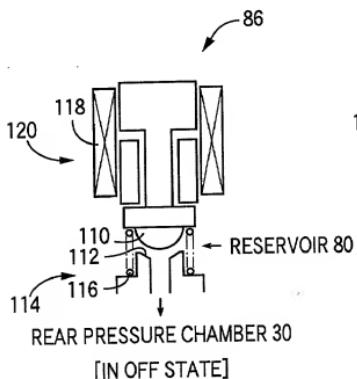
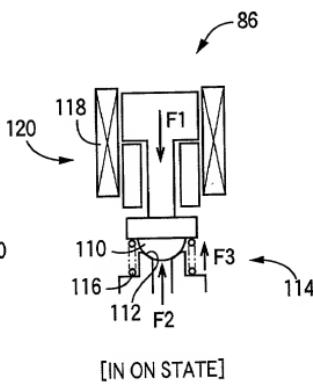


FIG. 2B



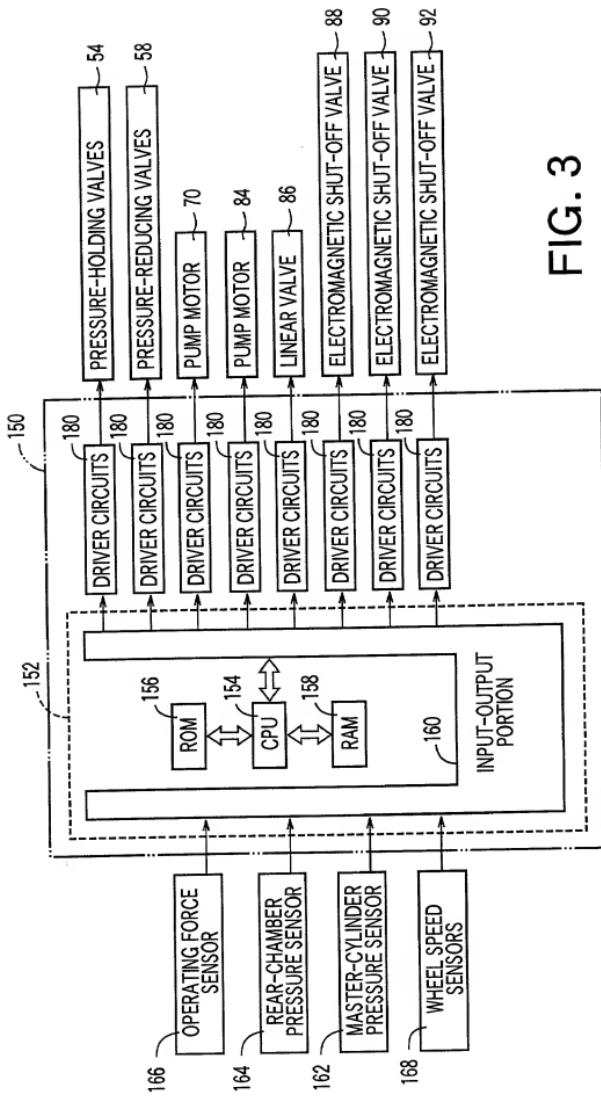
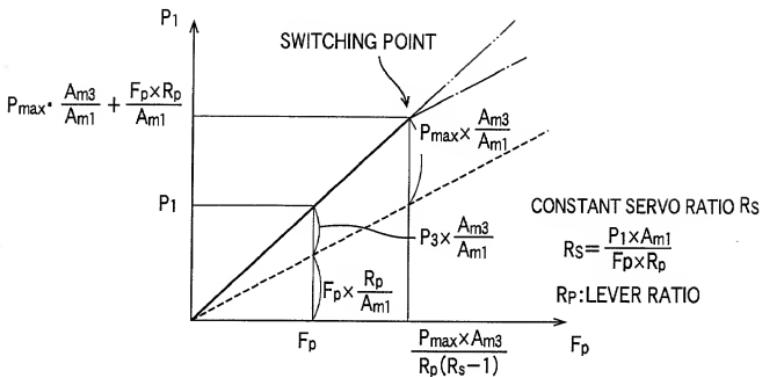
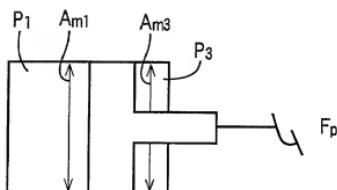


FIG. 4



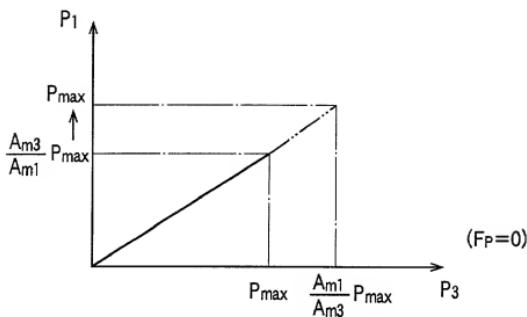
TOEY/0.25a0660

FIG. 5



$$P_1 \times A_{m1} = P_3 \times A_{m3} + F_p \times R_p \quad \dots (1)$$

FIG. 6



TOE720-25920060

FIG. 7

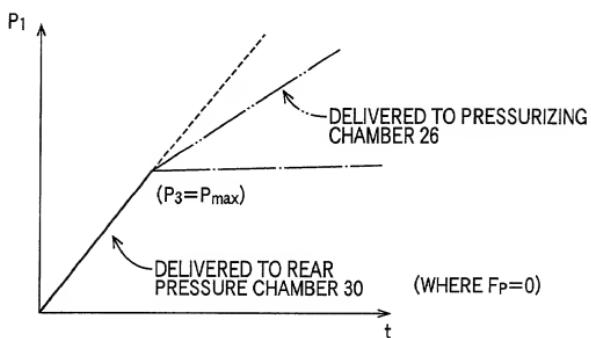


FIG. 8

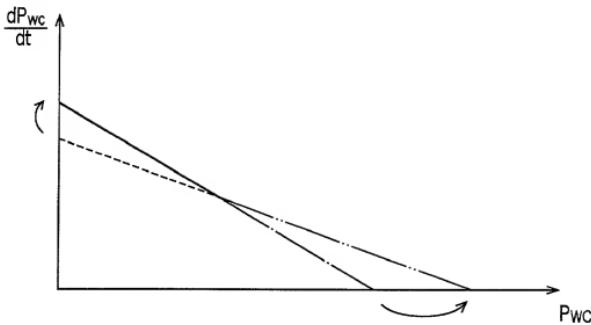


FIG. 9

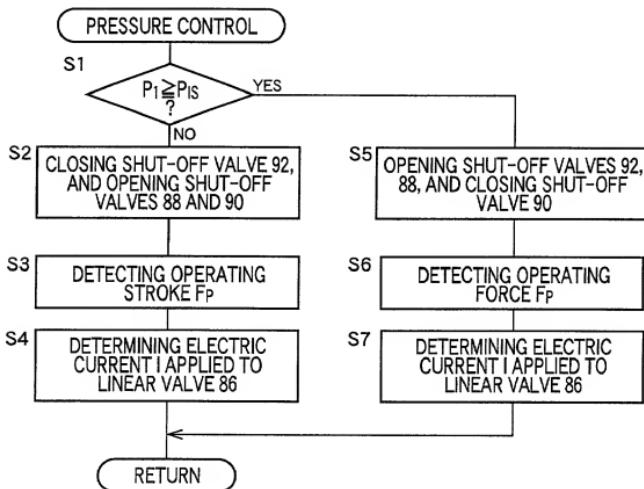


FIG. 10

	FIRST STATE	SECOND STATE
SHUT-OFF VALVE 88	OPEN	OPEN
SHUT-OFF VALVE 90	OPEN	CLOSED
SHUT-OFF VALVE 92	CLOSED	OPEN
RATE OF FLOW q_{wc} INTO BRAKE CYLINDER	$(A_{m1}/A_{m2}) q$	q
BRAKING PRESSURE P_{wc}	$(A_{m2}/A_{m1}) P_{(FP=0)}$	P

FIG. 11

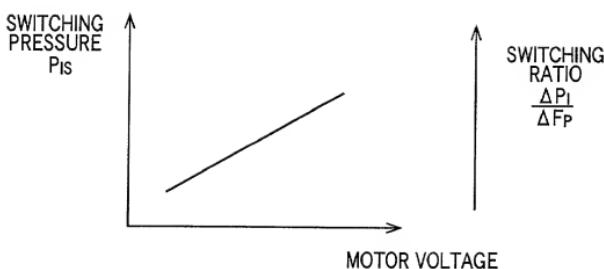


FIG. 12

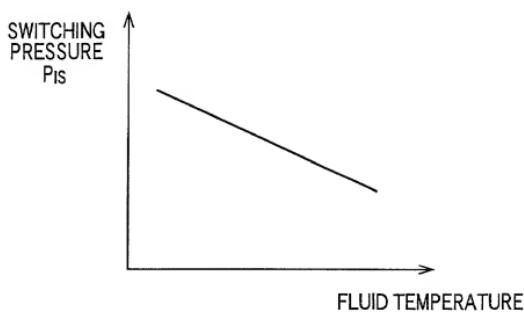


FIG. 13

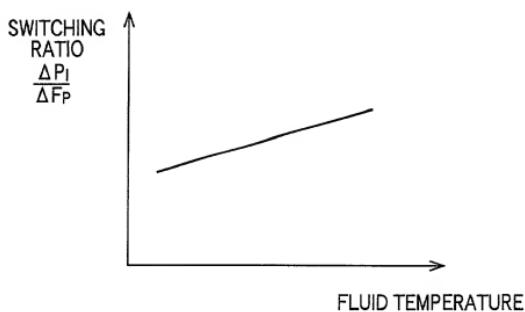


FIG. 14

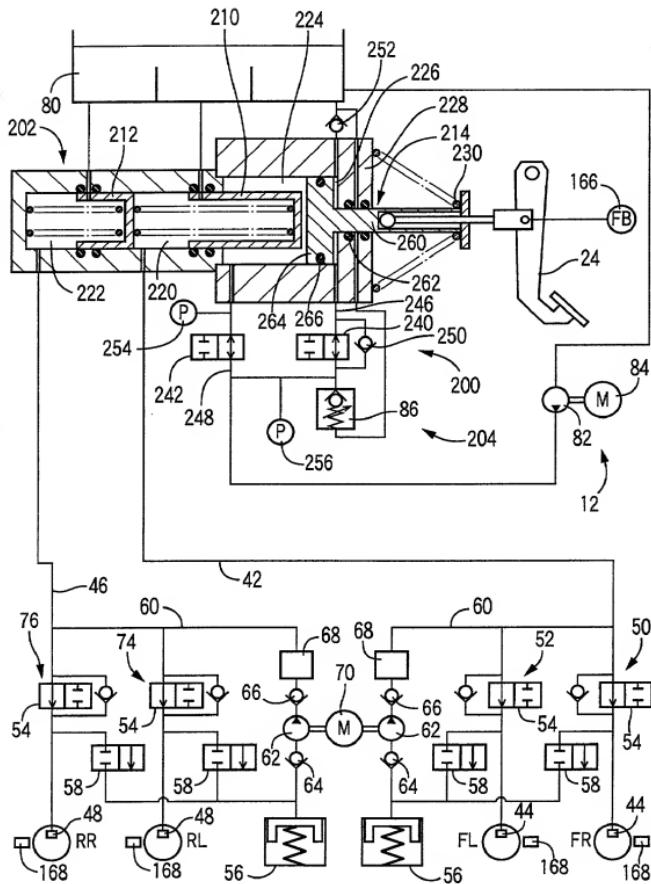


FIG. 15

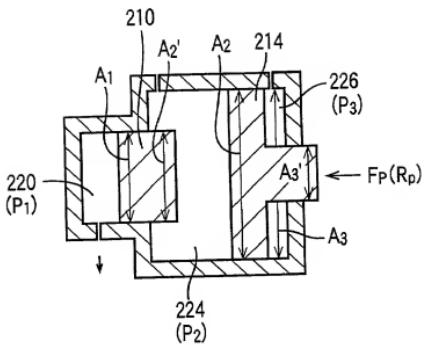


FIG. 16

	FIRST STATE	SECOND STATE
SHUT-OFF VALVE 240	OPEN	CLOSED
SHUT-OFF VALVE 242	CLOSED	OPEN
RATE OF FLOW q_{wc} INTO BRAKE CYLINDER	$(A_2/A_3) \cdot q \cdot (A_2 A_1/A_3 A_2') \cdot q$	$q \cdot (A_1/A_2') \cdot q$
BRAKING PRESSURE P_{wc}	$(A_3/A_2) \cdot P \cdot (A_3 A_2'/A_2 A_1) \cdot q$ ($F_P = 0$)	$P \cdot (A_2'/A_1) \cdot P$

FIG. 17

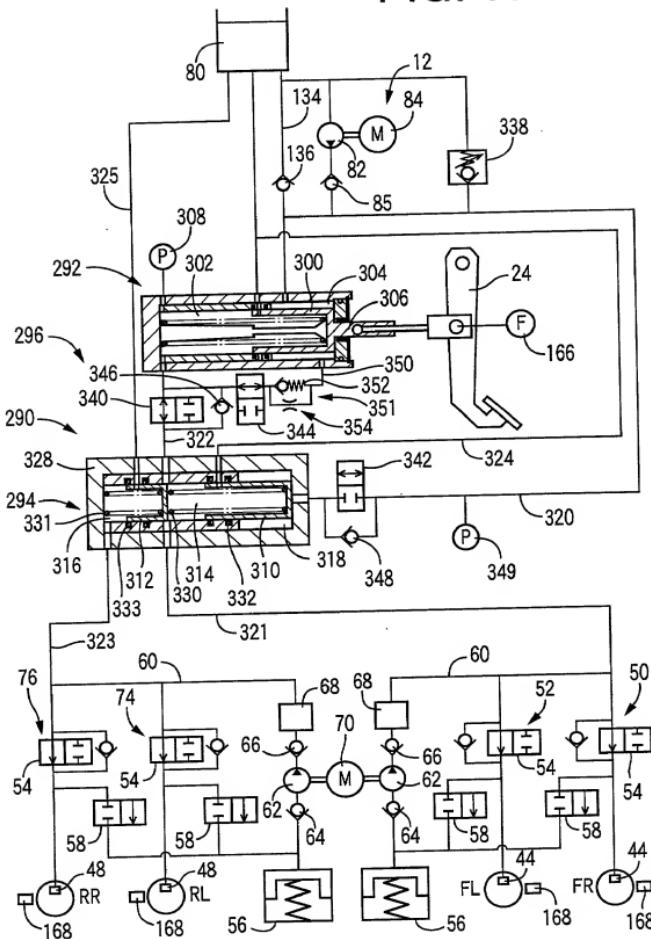
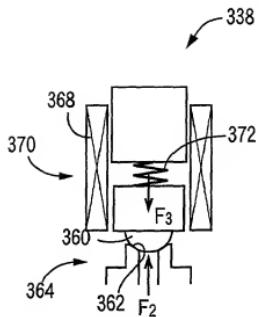


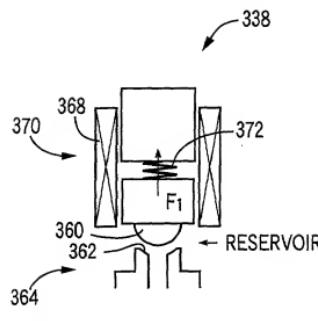
FIG. 18A



REAR PRESSURE CHAMBER 304
PRESSURIZING CHAMBER 318

[OFF]

FIG. 18B



REAR PRESSURE CHAMBER 304
PRESSURIZING CHAMBER 318

[ON]

FIG. 19

	FIRST STATE	SECOND STATE
SHUT-OFF VALVE 340	OPEN	CLOSED
SHUT-OFF VALVE 342	CLOSED	OPEN
SHUT-OFF VALVE 344	CLOSED	CLOSED
RATE OF FLOW INTO BRAKE CYLINDER	$(A_{m1}/A_{m3}) \cdot q$	q
BRAKING PRESSURE	$(A_{m3}/A_{m1}) \cdot P_{(FP=0)}$	P

FIG. 20

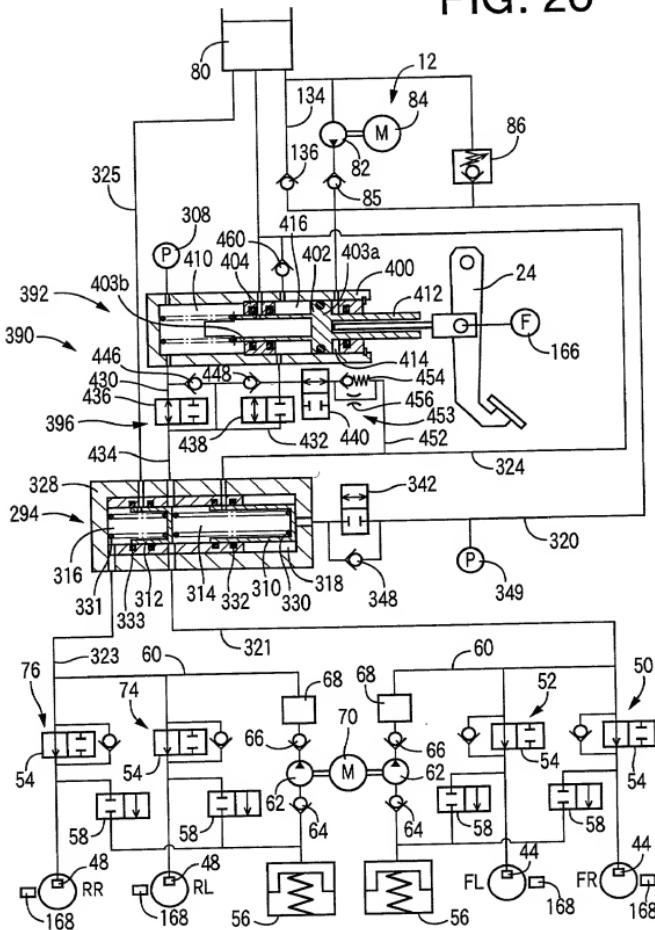


FIG. 21

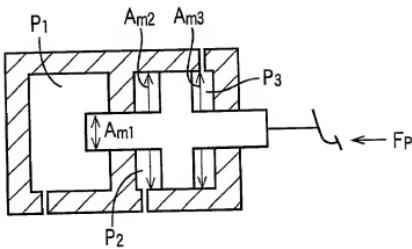


FIG. 22

	1 st STATE	2 nd STATE	3 rd STATE
SHUT-OFF VALVE 436	OPEN	CLOSED	OPEN
SHUT-OFF VALVE 438	OPEN	CLOSED	CLOSED
SHUT-OFF VALVE 440	CLOSED	CLOSED	CLOSED
SHUT-OFF VALVE 342	CLOSED	OPEN	CLOSED
RATE OF FLOW INTO BRAKE CYLINDER	$\{(A_{m1} + A_{m2})/A_{m3}\} \cdot q$	q	$(A_{m1}/A_{m3}) \cdot q$
BRAKING PRESSURE	$(A_{m3} \cdot P)/(A_{m1} + A_{m2})$ (FP = 0)	p	$(A_{m3}/A_{m2}) \cdot P$ (FP = 0)

FIG. 23

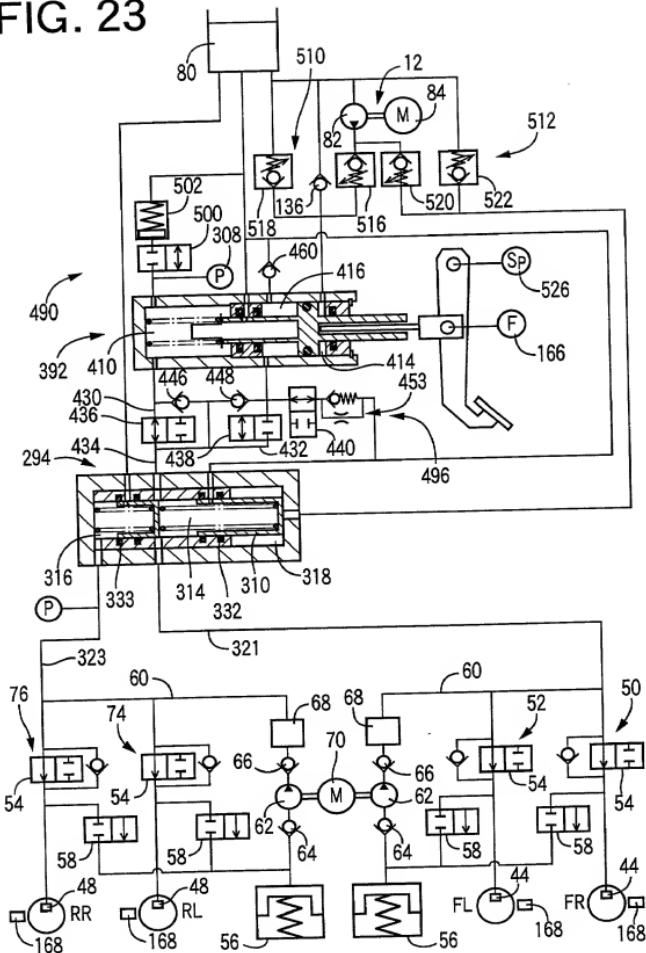


FIG. 24

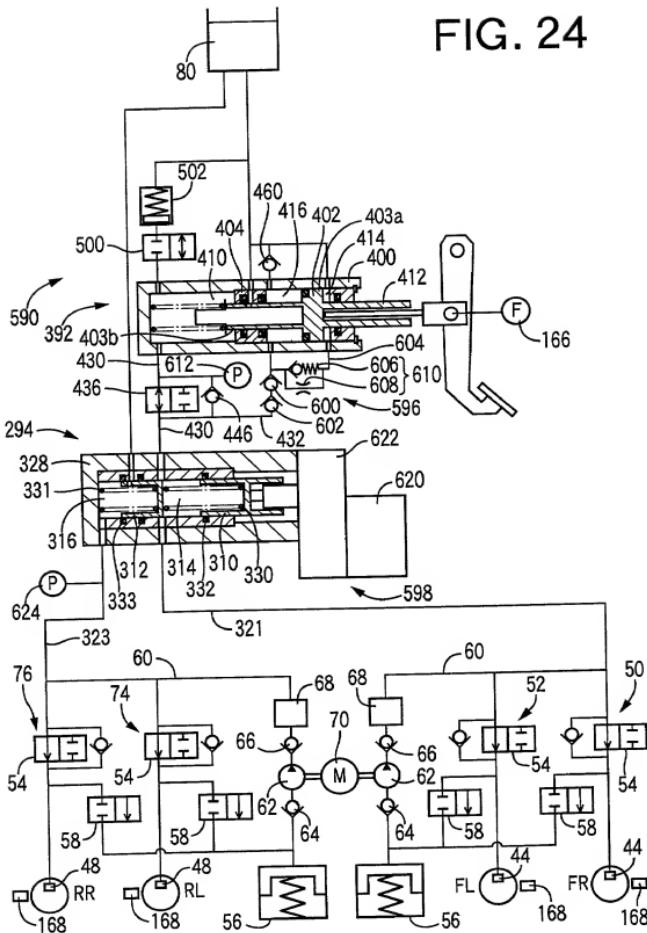


FIG. 25

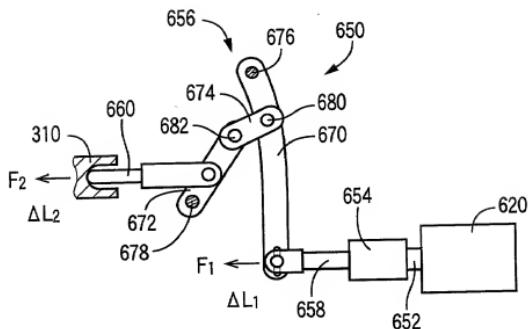


FIG. 26

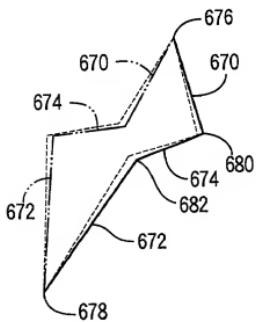
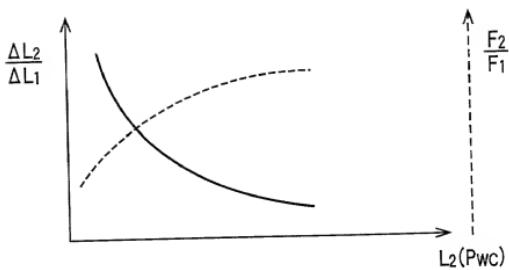


FIG. 27



0999335522-071301

FIG. 28

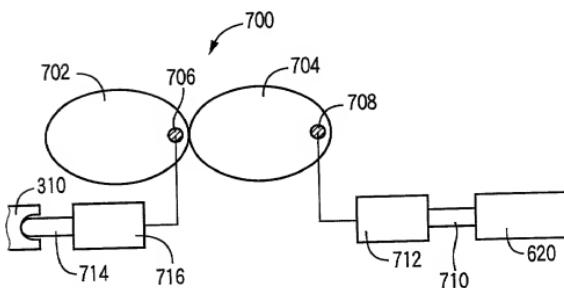


FIG. 29A

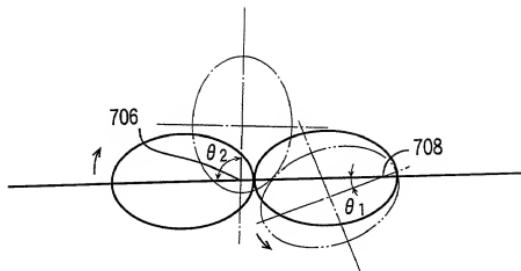
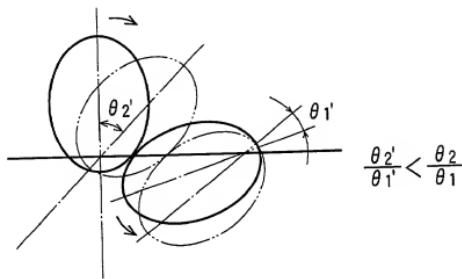


FIG. 29B



TOE/T/0 25980660

FIG. 30

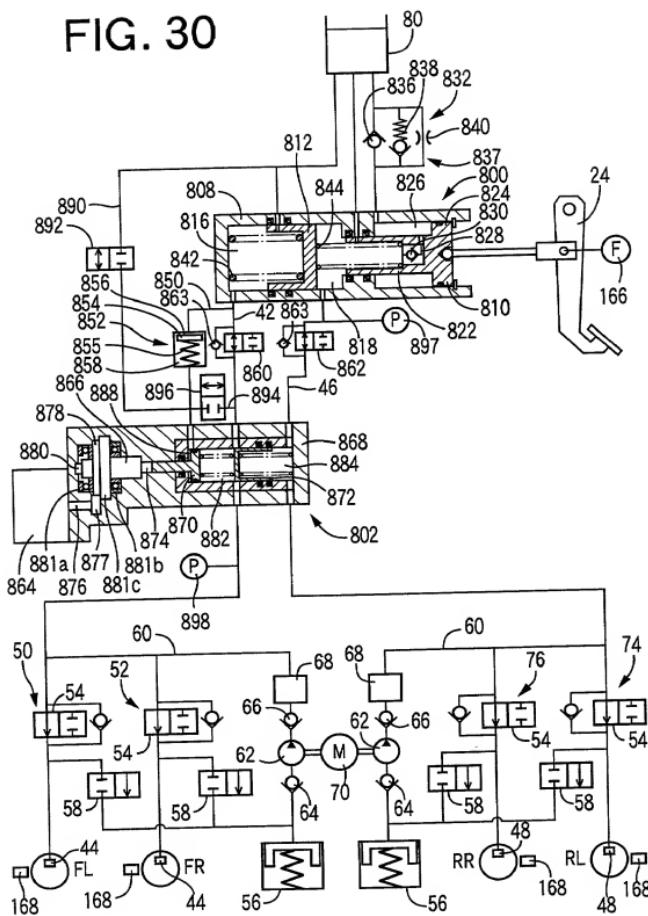


FIG. 31

	FIRST STATE	SECOND STATE
SHUT-OFF VALVE 892	OPEN	CLOSED
SHUT-OFF VALVE 896	CLOSED	OPEN
RATE OF INCREASE OF BRAKING PRESSURE	$\Delta F_d/A_1$	$\Delta F_d/(A_1 \cdot A_3)$

FIG. 32

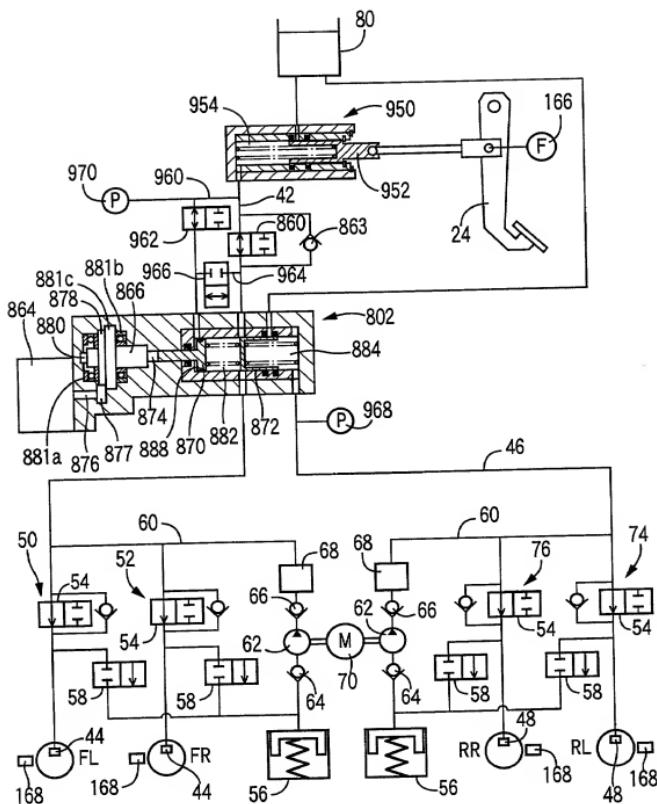


FIG. 33

	FIRST STATE	SECOND STATE
SHUT-OFF VALVE 962	OPEN	CLOSED
SHUT-OFF VALVE 966	CLOSED	OPEN
PRESSURE INCREASE RATE BOOSTING RATIO	$\Delta F_d \cdot \gamma / (A_1 \cdot \gamma - A_3)$	$\Delta F_d / (A_1 - A_3)$